

Presentation

City of Riverside  
General Plan  
Circulation Element  
and  
Overlook Parkway Extension

April 12, 2004



***Meyer, Mohaddes Associates, Inc.***

*An Iteris Company*

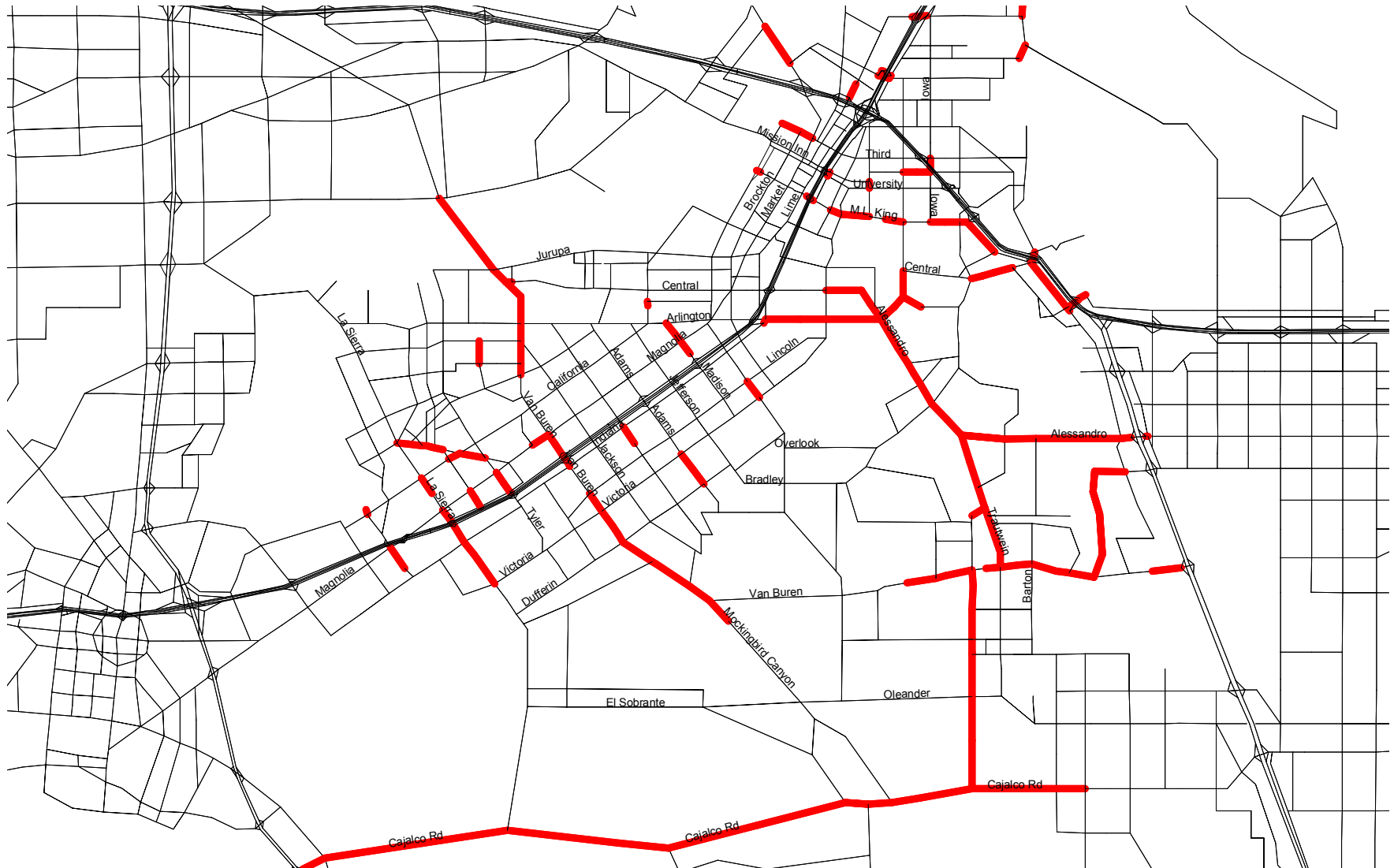
# CAC Approved Circulation Components

- Complete currently adopted circulation plan
  - With expansion of Alessandro to 6-lanes
  - With completion of Overlook across the arroyo and alternate connection to SR 91 westerly of Washington
- Complete Central Avenue extension
- Endorse Cajalco as 6-lane expressway to Orange County

# CAC Approved Circulation Components

- Support alternative modes of transportation such as Metrolink and Bus Rapid Transit
- Outstanding Issue: How should Overlook be extended from western terminus at Washington?
- Outstanding Issue: Is LOS E or worse acceptable on selected streets?

# LOS E and F



# Overlook Pkwy Extension Analysis Assumptions

- 2025 Regional Growth (per SCAG)
- Buildout of City of Riverside Land Use Plan (per CAC)
- Adopted General Plan Roadway Network
  - Buildout to full standard all classified roads
  - Magnolia/Market – 4-lanes instead of 6-lanes
  - Overlook Pkwy over arroyo – 2-lanes
  - Cajalco – 6-lane expressway to I-15
  - Washington south of Victoria – 2-lanes to Overlook

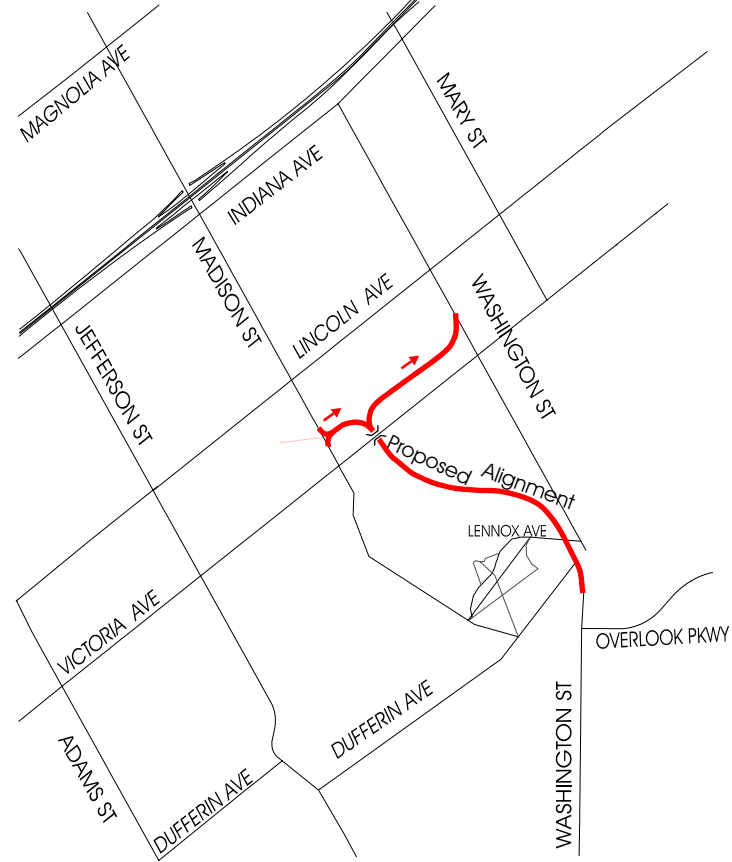
# Overlook Extension Alternatives

- **Future No Project** - No connection west of Overlook Parkway/ Washington Street, traffic uses Washington
- **Alternative A** - Two-lane connection to Madison Street at Victoria Avenue
- **Alternative B** - Two-lane connection with no access at Victoria Ave., with one-way 'legs' at Washington and Madison

# Alternatives A & B Alignments



Alternative A

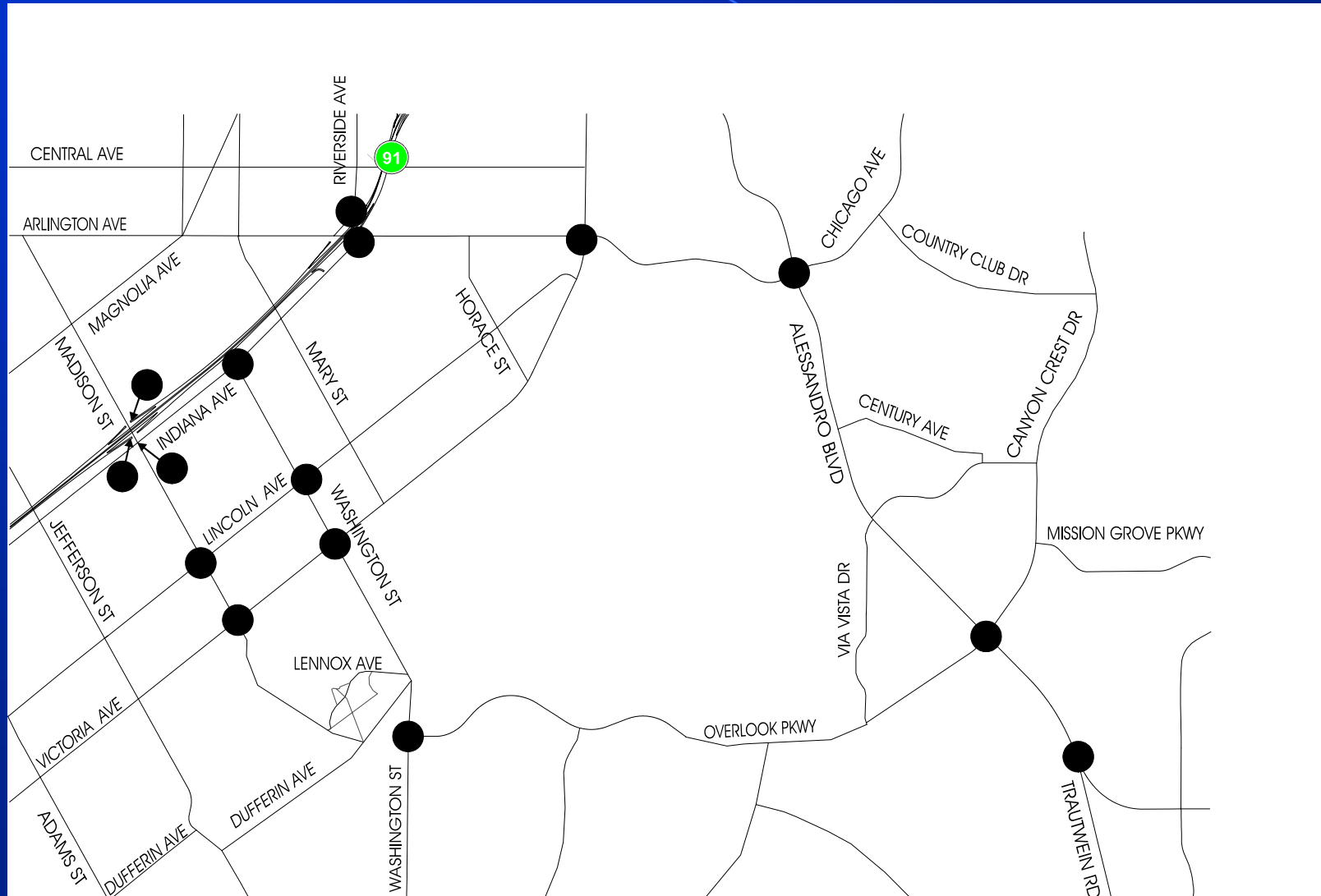


Alternative B












NOT TO SCALE

# Analyzed Intersections





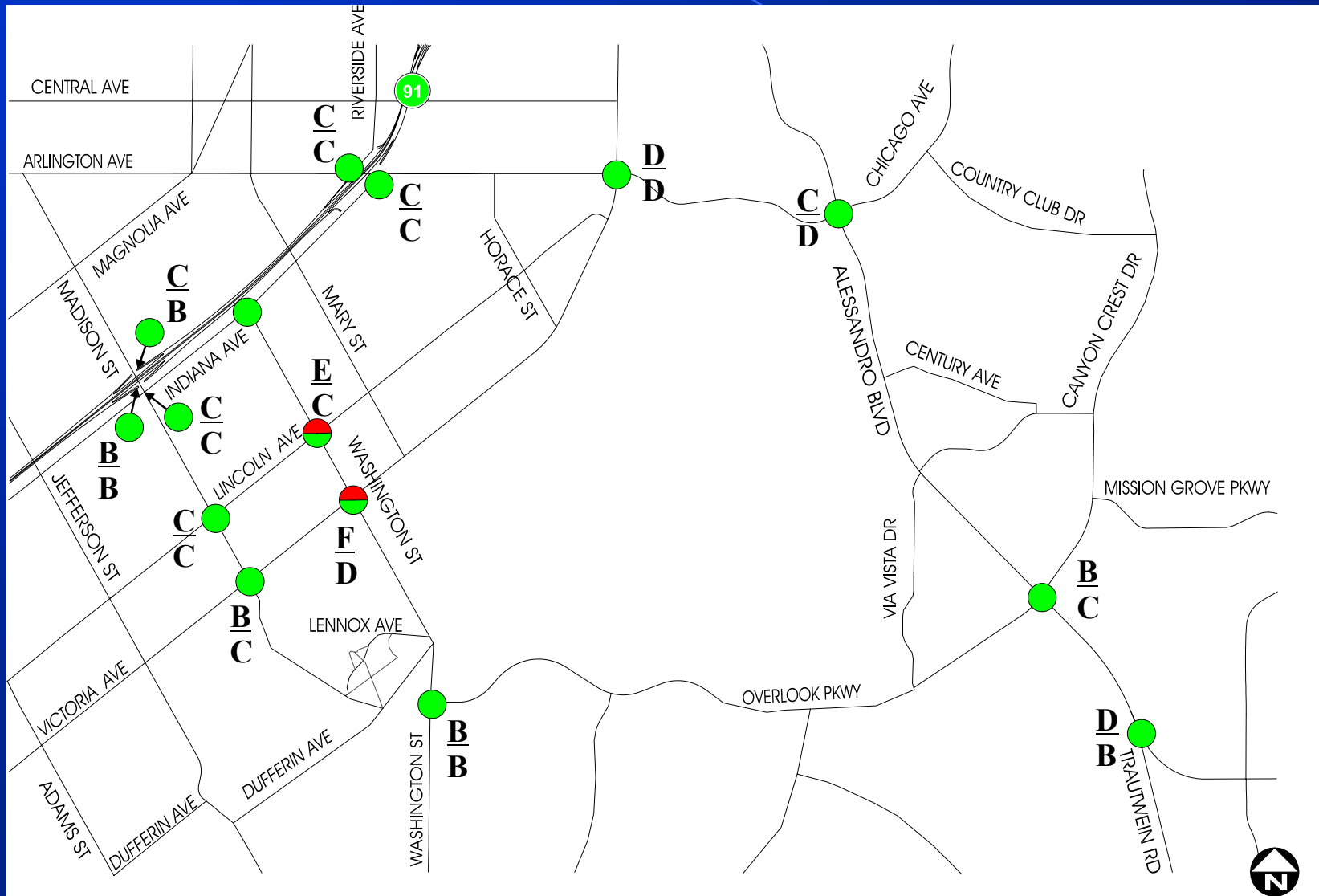
# General Plan Functional Classification Map

Functional Roadway Classification	
	66 ft collector
	80 ft collector
	88 ft Arterial
	100 ft arterial
	110 ft arterial
	120 ft arterial
	144 ft arterial
	scenic boulevard <small>requires special landscaping, additional row may be required.</small>
	special boulevard <small>two lane divided roadway of variable geometric design</small>

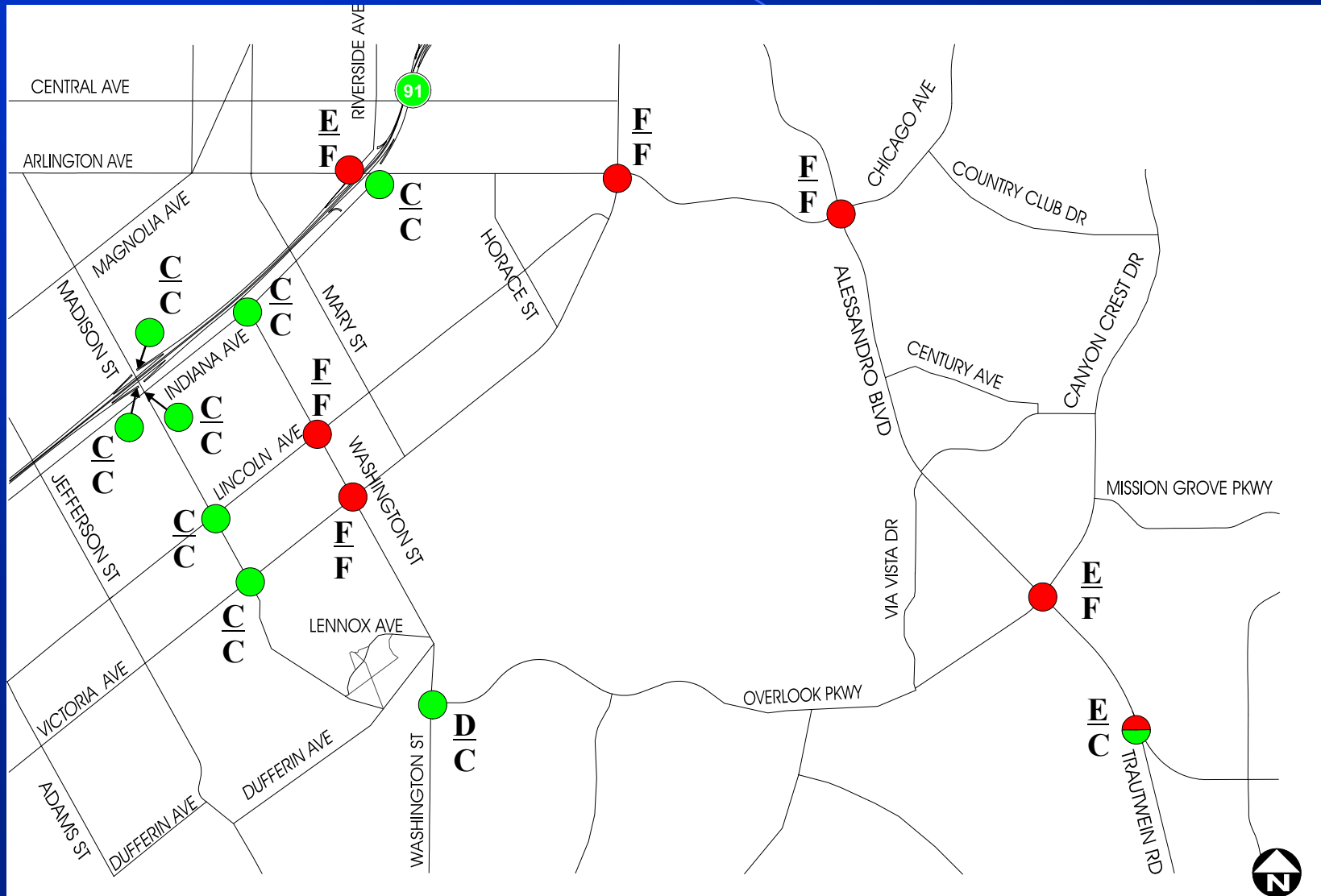




# Existing Levels-of-Service



# Future No-Project Levels-of-Service

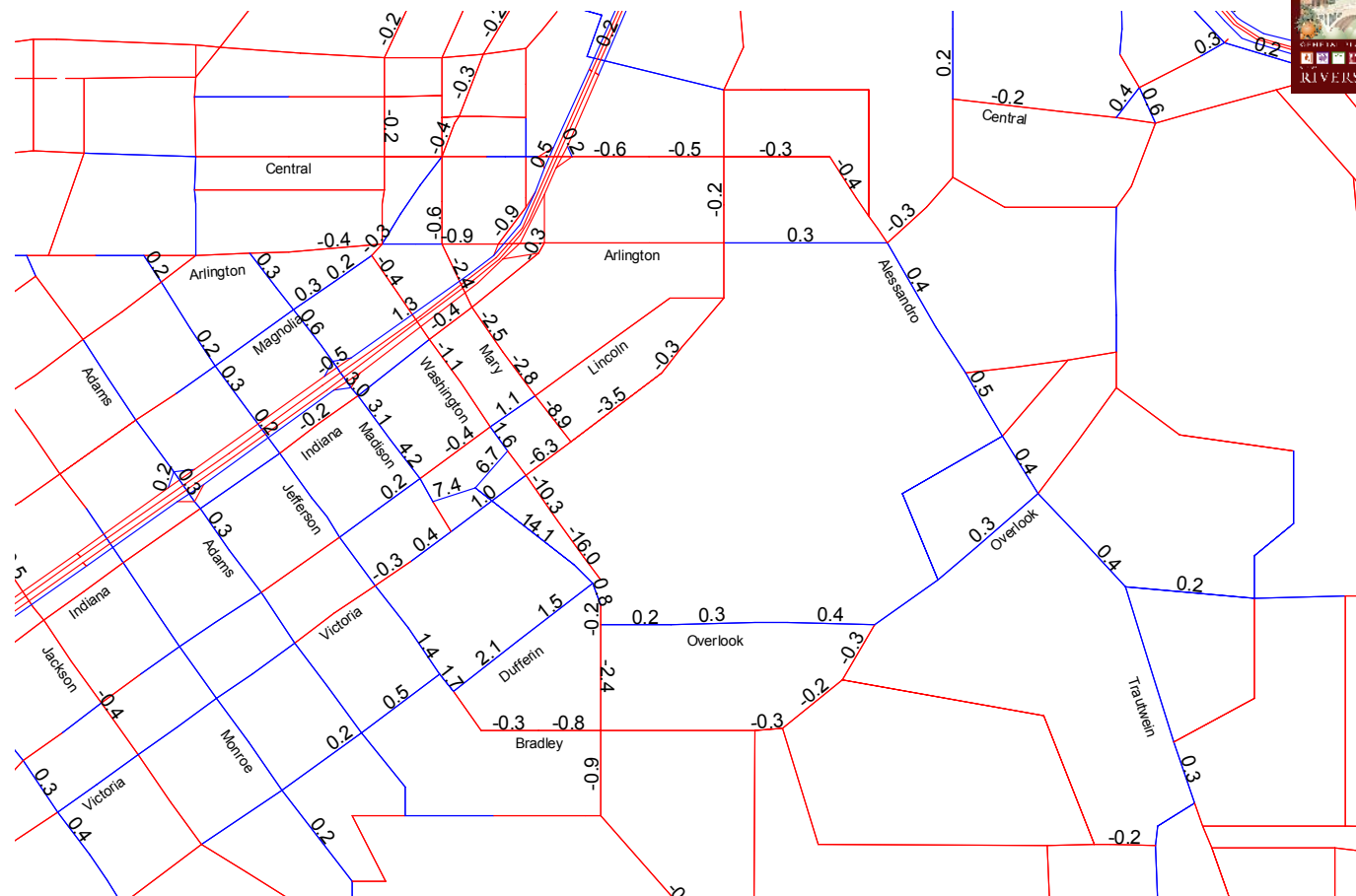


GREAT PEAK, BIG RIVER

SUSAN B. CAMPBELL

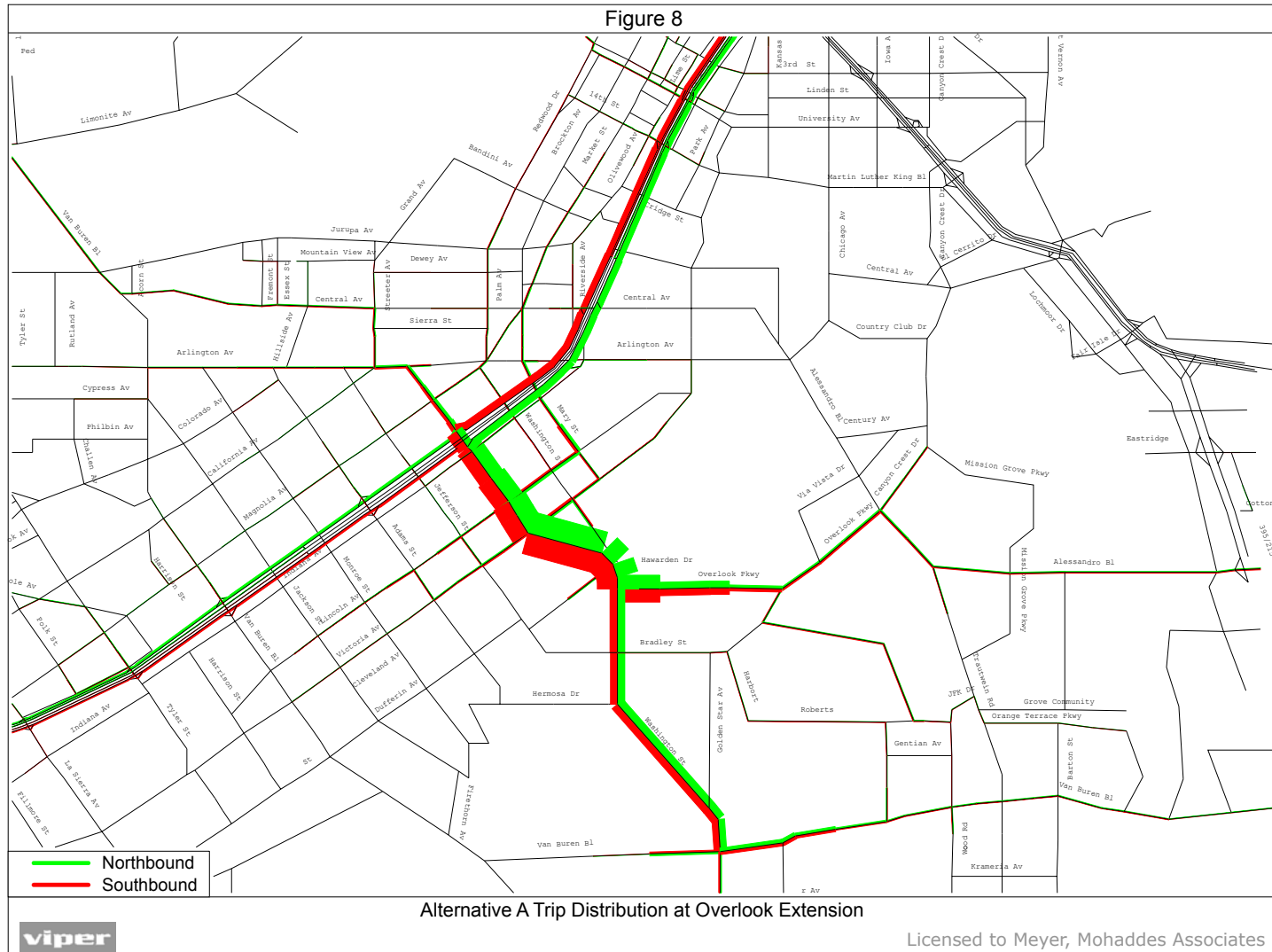


# Changes in Alt. B Volumes Compared to “No-Project”

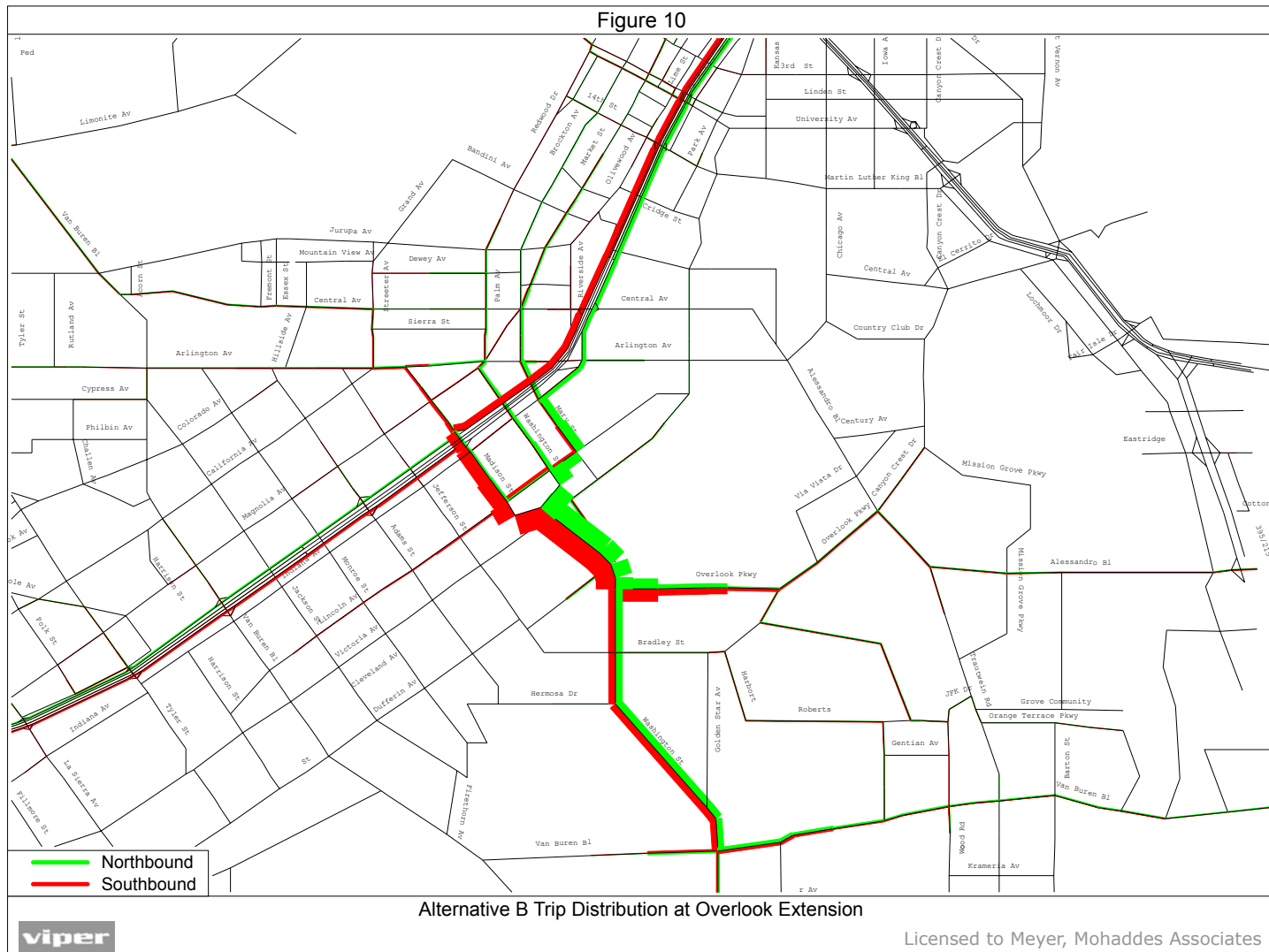


ADT in 1000s

# Alternative A – Distribution



# Alternative B – Distribution



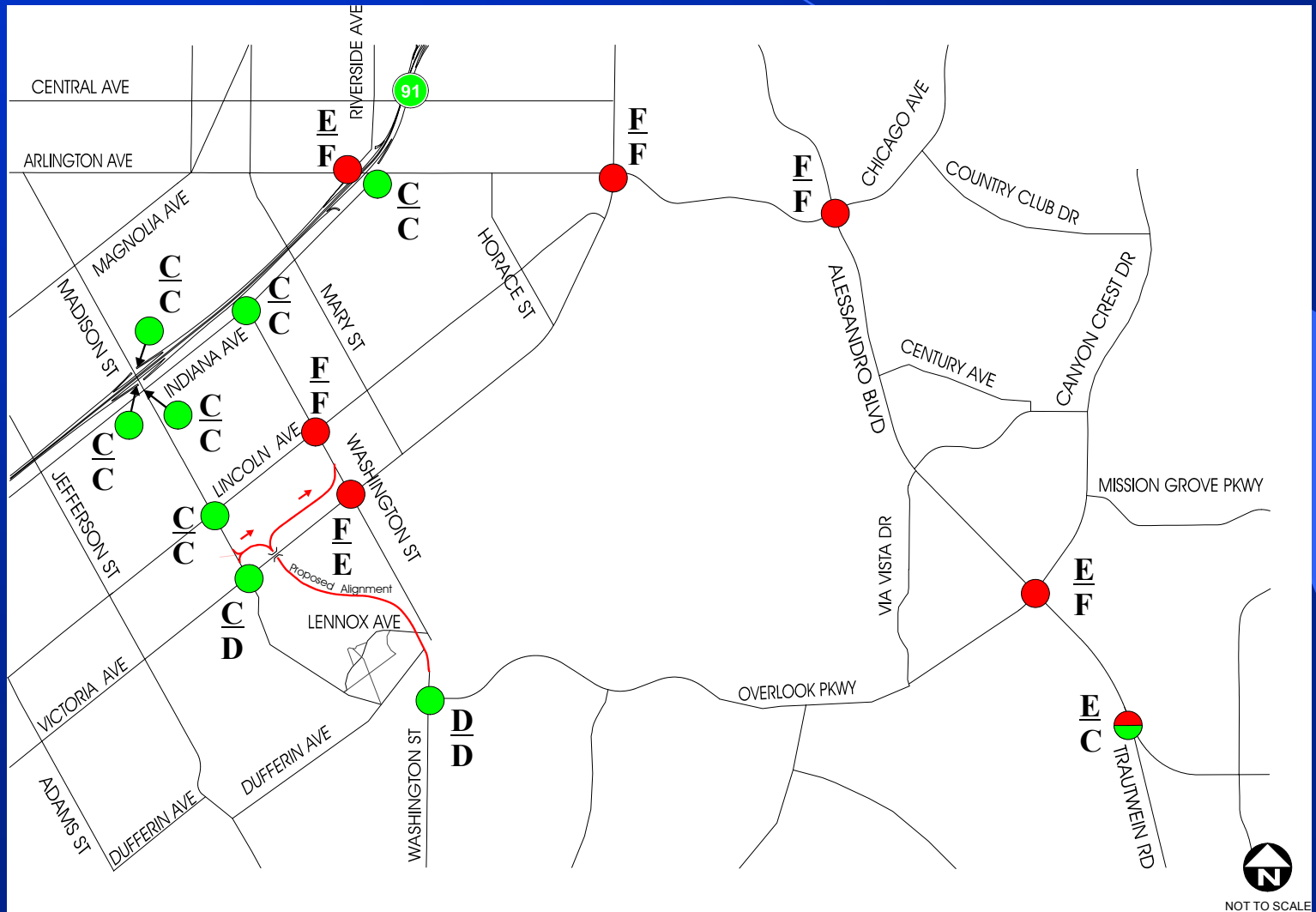


The map illustrates the proposed alignment for the 91st Street Transit Station in Chicago. The alignment is shown as a red line running generally north-south, with a section labeled "Proposed Alignment" near the intersection of Lincoln Ave and Washington St. The map includes the following streets and landmarks:

- Streets:** CENTRAL AVE, ARLINGTON AVE, MAGNOLA AVE, MADISON ST, INDIANA AVE, JEFFERSON ST, VICTORIA AVE, ADAMS ST, DUFFERIN AVE, WASHINGTON ST, MARY ST, HORACE ST, CHICAGO AVE, COUNTRY CLUB DR, CENTURY AVE, CANYON CREST DR, MISSION GROVE PKWY, VIA VISTA DR, OVERLOOK PKWY, and TRAUTWEIN RD.
- Stations:**
  - Existing Stations (Red Circles):** Located at the intersections of the alignment with ARLINGTON AVE, LINCOLN AVE, WASHINGTON ST, and CHICAGO AVE. Each is labeled with "E" over "F".
  - Proposed Stations (Green Circles):** Located at the intersections of the alignment with MAGNOLA AVE, INDIANA AVE, JEFFERSON ST, VICTORIA AVE, and WASHINGTON ST. Each is labeled with "C" over "C".
- Other Features:**
  - A red circle at the intersection of the alignment and CHICAGO AVE is labeled "F" over "F".
  - A red circle at the intersection of the alignment and TRAUTWEIN RD is labeled "E" over "C".
  - A red circle at the intersection of the alignment and WASHINGTON ST is labeled "D" over "D".
  - A red circle at the intersection of the alignment and LINCOLN AVE is labeled "F" over "E".
  - A red circle at the intersection of the alignment and JEFFERSON ST is labeled "F" over "F".
  - A red circle at the intersection of the alignment and VICTORIA AVE is labeled "F" over "F".
  - A red circle at the intersection of the alignment and MADISON ST is labeled "B" over "C".
  - A red circle at the intersection of the alignment and INDIANA AVE is labeled "D" over "D".
  - A red circle at the intersection of the alignment and MAGNOLA AVE is labeled "C" over "C".
  - A red circle at the intersection of the alignment and ARLINGTON AVE is labeled "E" over "F".

A north arrow is located in the bottom right corner, and the text "NOT TO SCALE" is at the bottom center.

# Alternative B Level-of-Service



# Findings

- Making this connection does not draw traffic from outside the local area
- Both Alternatives primarily serve local traffic to/from freeway
- Neither Alternative significantly adds traffic to Victoria (Alternative B – less)
- Alternative A
  - New link expected to carry 16,000 vehicles/day
  - Madison shifts volume (6,500-12,000 vpd) from Mary and Washington
  - Impacts Madison/Victoria intersection
  - Convenient access to Westbound and Eastbound Rt 91

# Findings (con't)

- Alternative B
  - New link expected to carry 14,000 vehicles/day
  - Madison – shifts volume (3,100-4,200 vpd) from Mary and Washington
  - Improves Mary and Washington, but less than Alternative A
- Alternative A focuses traffic on Madison, an arterial road with greater capacity, direct freeway access and less residential land uses

# Findings (con't)

- Alternative A preserves Washington and Mary (north of Victoria) as residential collector type streets
- Alternative B shares load on all three streets, but still more traffic on Madison
- Limited removal of traffic from Alessandro/Arlington since extension primarily serves local traffic accessing freeway and capacity is used by local traffic
- Does not draw significant amount of regional cut-through traffic

# Consultant and Staff Recommendations

- Support CAC approved circulation element
  - Complete circulation element, including Alternative A west of Washington; no recommendation on Central Ave. connection
- Support Cajalco as a minimum 6 lane expressway to Orange County
- Support alternative modes of transportation
- Support change of LOS policy on Regionally impacted routes (allow LOS E or worse)
  - Arlington/Alessandro/Trautwein east of SR 91
  - Portions of Van Buren and La Sierra
- Continue to work on regional solutions